

MASTERS GOLF TOURNAMENT

SPECIAL AIR TRAFFIC PROCEDURES

AUGUSTA, GEORGIA AREA
APRIL 5 - 12, 2004

SPECIFIC PROCEDURES CONTAINED WITHIN THIS NOTAM MAY BE REVISED OR UNAVAILABLE AT THE TIME OF THE EVENT. USERS ARE ENCOURAGED TO CHECK NOTAMS FREQUENTLY TO VERIFY THEY POSSES THE MOST CURRENT REVISIONS. THIS NOTAM DOES NOT SUPERCEDE RESTRICTIONS PERTAINING TO THE USE OF AIRSPACE CONTAINED IN FDC NOTAMS.

In anticipation of a large number of aircraft operating in the Augusta, Georgia area during the Masters Golf Tournament, the following special air traffic procedures will be used to minimize air traffic delays and enhance safety:

SPECIAL TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration, Air Traffic Control System Command Center (ATCSCC) will utilize a Special Traffic Management Program (STMP) and slot reservations will be required for **all domestic non-scheduled IFR arrivals and departures** to/from the following airports:

AIRPORT	IDENTIFIER
Augusta Regional at Bush Field	AGS
Daniel Field	DNL
Aiken Municipal	AIK
Thomson-McDuffie County	HQU

Slot reservations will be required for **all domestic non-scheduled IFR ARRIVALS** during the following dates and times:

DATE	DAY	TIME (EDT)	TIME (UTC)
APRIL 5	MONDAY	0600 – 2300	1000 – 0300
APRIL 6	TUESDAY	0600 – 2300	1000 – 0300
APRIL 7	WEDNESDAY	0600 – 2300	1000 – 0300
APRIL 8	THURSDAY	0600 – 2300	1000 – 0300
APRIL 9	FRIDAY	0600 – 2300	1000 – 0300
APRIL 10	SATURDAY	0600 – 2300	1000 – 0300
APRIL 11	SUNDAY	0600 – 2300	1000 – 0300
APRIL 12	MONDAY	0600 – 2300	1000 – 0300

Note: Scheduled IFR arrivals are air carrier/air taxi operations listed in the Official Airline Guide (OAG) and are exempt from this program. All other IFR arrivals at the above listed airports must obtain a slot reservation.

Slot reservations will be required for **all domestic non-scheduled IFR DEPARTURES** during the following dates and times:

DATE	DAY	TIME (EDT)	TIME (UTC)
APRIL 9	FRIDAY	0600 – 2300	1000 – 0300
APRIL 11	SUNDAY	0600 – 2300	1000 – 0300
APRIL 12	MONDAY	0600 – 2300	1000 – 0300

Note: Scheduled IFR departures are air carrier/air taxi operations listed in the Official Airline Guide (OAG) and are exempt from this program. All other IFR departures at the above listed airports must obtain a slot reservation.

Slot reservations will be available beginning Friday April 2, 2004 at 0500 EST (1000 UTC) and **will NOT be assigned more than 72 hours in advance.**

HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (*e-STMP*) or touch-tone telephone interface (Computerized Voice Reservation System - CVRS).

- **e-STMP:** computer access is available to users with an Internet connection and Web Browser. The Internet address is www.fly.faa.gov. A user guide is available on the web site.
- **CVRS:** dial (800) 875-9755 and follow the prompts. For information on how to use CVRS, see a current edition of the Aeronautical Information Manual.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft. Upon completion of a slot reservation, you will receive a reservation confirmation number. **The slot reservation confirmation number must be included in the remarks section of the flight plan.**

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. If you experience difficulty completing a slot reservation, you may contact the Air Traffic Control System Command Center (ATCSCC), Airport Reservation Office (ARO) at (703) 904-4452. **The ARO telephone number is for reservations only, not for information concerning the STMP.**

Flight plans should be filed AFTER receiving a slot reservation. The flight plan should be filed at least 4 hours, but not more than 22 hours, prior to the proposed time of departure.

Note: The acquisition of an arrival slot does not guarantee that parking will be available at the controlled airport. Users should plan alternates in the event parking becomes unavailable at your airport of intended landing. Current parking information may be obtained by contacting the appropriate local FBO.

PREFERRED IFR ARRIVAL ROUTINGS

Jet and turboprop aircraft filed into **AGS, DNL, HQU, or AIK** should file via one of the following preferred routes:

ATL AHN V417 MSTRS direct **AGS, HQU, or AIK**
ATL AHN V325 BLANE IRQ direct **DNL**
SOT SUG GRD IRQ direct **destination** (AOB FL230 only)
VXV SPA GRD IRQ direct **destination**
CAE direct **AIK**
CAE STWRT2 **AGS**
CAE V325 BLANE IRQ direct **DNL or HQU**
ALD STUGE1 **AGS**
PSK SPA GRD IRQ direct **destination**

Piston and turboprop aircraft with filed TAS of 210 kts. or less filed into **AGS, DNL, HQU,** and **AIK** should file via one of the following preferred routes:

(AOA 150) AHN V417 MSTRS direct **AGS or HQU**
(AOB 140) HEFIN V18 MEGGN AHN V417 MSTRS direct **AGS or HQU** – expect to cross 40 DME west of ATL at 9,000 feet.
(AOA 150) AHN V325 BLANE IRQ direct **DNL or AIK**
(AOB 140) HEFIN V18 MEGGN AHN V325 BLANE IRQ direct **DNL or AIK** – expect to cross 40 DME west of ATL at 9,000 feet.
MCN MCN060 MCN060045 direct **AGS or AIK** (non-DME, expect radar vectors)
MCN V56 HARLE direct **DNL or HQU**
CAE CAE235 CAE235040 direct **AGS**
CAE V325 BLANE IRQ direct **DNL or HQU**
CAE direct **AIK**
GRD V185 IRQ direct **destination**
ALD STUGE1 **AGS**

VFR ARRIVALS

Due to the high volume of traffic in the Augusta area, VFR arrivals can expect lengthy delays outside Augusta Class D airspace during peak traffic periods. VFR advisory service within the Augusta terminal area will be on a workload-permitting basis. VFR arrivals should contact Augusta Approach Control on 126.8 (260-349 degrees) or 119.15 (350-259 degrees) at least 15 miles from Augusta Regional Airport for sequencing to AGS.

DEPARTURE PROCEDURES

In order to keep traffic and frequency congestion to a minimum:

DO NOT CALL GROUND CONTROL TO TAXI until you are the number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT TAXI until you have received taxi instructions and, if IFR, have received a clearance.

DO NOT CALL THE TOWER FOR DEPARTURE until you are in the number one position for the runway.

AGS, AUGUSTA REGIONAL AIRPORT....All departing aircraft contact clearance delivery on 118.2. Advise if IFR or VFR.

DNL, DANIEL FIELD....All departing aircraft contact ground control on 121.825. Advise if IFR or VFR.

Aircraft are expected to be ready to taxi no more than 15 minutes prior to their departure slot time and no later than 15 minutes after their departure slot time. Aircraft not ready for taxi within 15 minutes of their departure slot time may be required to obtain a revised departure slot time from the CVRS.

PREFERRED IFR DEPARTURE ROUTINGS

AGS and AIK Departures:

Turbojets filed AOA 11,000 feet can expect one of the following routes:

- IRQ192R KNINE as cleared
- IRQ220R OKZ as cleared
- IRQ032R CHATT as cleared
- IRQ084R SAMMI as cleared
- IRQ154R SARDY as cleared

Non-turbojets filed AOA 11,000 feet can expect one of the following routes:

- IRQ192R KNINE as cleared
- IRQ032R CHATT as cleared
- IRQ084R SAMMI as cleared

Non-turbojets filed AOB 10,000 feet can expect one of the following routes:

- IRQ192R KNINE as cleared
- IRQ220R OKZ as cleared
- IRQ360R GRD as cleared
- IRQ084R SAMMI as cleared

DNL and HQU Departures:

Aircraft filed AOA 11,000 feet can expect one of the following routes:

- IRQ235R MISTY as cleared
- IRQ032R CHATT as cleared

IRQ084R SAMMI as cleared

Aircraft filed AOB 10,000 feet can expect one of the following routes:

IRQ235R MISTY as cleared

IRQ247R ANNAN as cleared

IRQ360R GRD as cleared

IRQ084R SAMMI as cleared

VFR DEPARTURES / IFR PICKUP

Due to the high volume of traffic, VFR departures should not expect to obtain an IFR clearance within 100 miles of AGS.

IFR OVERFLIGHTS

IFR overflights below 16,000 feet MSL can expect a routing to avoid the Augusta area.

VFR ARRIVALS AND DEPARTURES TO/FROM DNL:

Due to the heavy congestion at DNL and due to the close proximity of the Augusta Regional Airport, VFR arrivals and departures operating to/from DNL are advised to operate between the IRQ250R and the IRQ010R:

AIR TRAFFIC CONTROL TOWER INFORMATION

The FAA Air Traffic Control Tower at **Augusta Regional (AGS)** will be operational during the following time periods:

DATE	TIME
April 5 – 10	1000 – 0300 UTC
April 11	1000 – 0400 UTC
April 12 (Rain date)	1000 – 0300 UTC

The FAA will operate a temporary Air Traffic Control Tower at **Daniel Field (DNL)** during the following time periods:

DATE	TIME
April 7 – 10	1100 – 0000 UTC
April 11	1100 – 0130 UTC

FREQUENCIES	
DNL ATCT –(Radio Call “DANIEL TOWER”)	124.85 MHz

DNL Ground Control	121.825 MHz
Macon AFSS	122.3 MHz
DNL ASOS Weather	135.275 MHz

AUGUSTA REGIONAL AIRPORT at BUSH FIELD (AGS)

FBO Information

Engine Start-up and Taxi: Pilots are required to delay engine start-up until you have your clearance and just immediately before taxi. Do not expect taxi instructions until within 15 minutes of assigned departure time. All excessive engine running is prohibited. Pilots are requested to monitor ATIS on 132.75 before engine start.

Restricted Operations: All cargo flights, training flights, practice approaches and touch and go operations are prohibited April 5 - 12, 2004.

Uncontrolled Ramp (Parking) Areas: All ramp (parking) areas are non-movement areas and are not controlled by ground control. Pilots operating in these areas do so at their own risk. When operating in non-movement areas, be alert for taxiing aircraft, aircraft with engines running, and vehicle and pedestrian traffic. Due to the anticipated large volume of traffic, all excessive engine running is prohibited.

Taxiway C: Taxiway C is an active North/South taxiway that separates the East Ramp (steel planking) area from the Main Ramp. Aircraft must obtain ground control approval to enter or cross Taxiway C. Pedestrians are prohibited from entering or crossing Taxiway C on foot. Contact the FBO on 122.95 for transportation.

Customs: US Customs service is not available. Pilots should make arrangements to clear Customs at another location.

Vehicular Traffic: No ground vehicles are allowed on ramps except those belong to the Airport and to Airport tenants.

Departure Procedures: Check FBO flight planning room for the latest information on arrival and departure procedures.

Landing Fees: All commercial operators providing charter service will be imposed a landing fee based on aircraft weight and size. Advise the FBO if you are not operating as a commercial operator.

Overflow Parking Ramps: Due to the large amount of traffic associated with the Masters Tournament, the Airport still has two overflow parking areas north and east of the Main Ramp. These parking areas are constructed of perforated steel planking (PSP), which is suitable for most piston, turbo-prop, Learjet, and Citation type aircraft. The airport anticipates using the overflow parking areas *only when absolutely required* due to traffic/parking saturation. When directed to one of these parking areas, please follow your signalman's instructions.

Taxiway D: Taxiway D will be closed April 5 - 12, 2004.

Helicopter Traffic: Helicopter traffic will not use the normal designated helicopter parking area east of the FBO. Helicopter pilots should follow the signalman's instructions and anticipate parking south of the Main Ramp.

COLUMBIA METROPOLITAN AIRPORT (CAE)

Due to the volume associated with the event in the vicinity of AGS, arrivals to CAE transitioning from the west can expect a speed reduction 60 miles west of CAE.

MACON AUTOMATED FLIGHT SERVICE STATION

Pilot briefing and flight planning services are available by telephoning Macon AFSS at: 1-800-WX-BRIEF (1-800-992-7433).

****Remember to close your flight plan****